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OHIO COUNTY'S TITLE IS CLEAR TO "AMERICAN"

Pure Anglo-Saxon Stock Prevails; Only One Out of a Thousand Foreign Born.

Hartford, Ky., Oct. 21.—It is doubtful if Kent or Surrey or even the hills of Northern England are more definitely Anglo-Saxon than Ohio county in Western Kentucky.

The same general statement is true of scores of other Kentucky counties—both eastern and western. But Ohio is chosen as a marked illustration of Kentucky's purity of racial stock.

Ohio county occupies 584 square miles. In this large area only one resident in every thousand is foreign born. The total population is 26,473. The number of foreign born residents is exactly thirty.

In America, "the melting pot of all nations," this is truly an extraordinary condition. Where else, in a radius of 584 square miles, can you find a percentage of .001 foreign born of total population?

Quite as remarkable is the fact that Ohio contains only fifty-seven whites whose parents were not natives. There are 885 colored citizens. So that out of the total of 26,473 residents, 25,358 are native whites of native parentage, percentage of 96.5.

The vast majority of the last named are descendants of the hardy conquerors who originated on the shores of the North Sea and who have carried their influence to every part of the world.

In the every day life of Ohio county this condition of racial purity means a great deal. It promotes understanding and good fellowship. In business and social contacts these people know what to expect from each other.

Generations which have always known the same traditions, worshipped the same God, played the same games and sung the same songs feel a kinship and a closeness which cannot be developed in any other way.

Ohio is one of the heaviest coal-producing counties in Western Kentucky. It employs in this industry some 2,000 men. These men are drawn almost solely from the native population. Parenthetically, it may be said that the drafts of labor from farms to mines have created in many Western Kentucky counties a serious condition of farm labor shortage.

Of this labor, a coal operator recently said: "I believe that no industry in the country has a higher grade of worker than we have. The fine qualities of these men make them ideal workers. They are honest and they are intelligent. While under no circumstances can they be driven or oppressed, they always give the best they have in them."

Ohio County

Ohio county is 100 miles southwest of Louisville by railroad. Its county seat is the charming old town of Hartford. The main line of the Illinois Central traverses the county's southern end, while the L. & N. enters at the center of its western border and leaves the county in the northeastern part. There also are found lines of the Illinois Central and the Henderson Route. The county is drained by Green river, which forms a goodly portion of its southern and western borders, and by Rough river, which is locked and dammed from Hartford to its mouth.

By far the county's principal activities are agriculture and coal mining. Nearly a million bushels of corn is the normal yield and something like 10,000,000 pounds of tobacco. One thousand acres are devoted to sorghum. The county has two cream stations and sixty-four tractors. Much progress has recently been made in the cultivation of the soy bean and in the development of the poultry industry. The county has an assessed acreage of 353,550 and 1,084 miles of public roads. The construction of drainage ditches has reclaimed thousands of acres of the county's best land. Some oil has been found in the county and 60,000 barrels have been shipped away, but the industry yet has not reached large proportions. Compared with surrounding counties and with some which are considered educational

centers. Ohio has the low illiteracy percentage of 6.8.

Representative Citizens

It has not been possible to compile a complete list of Ohio's representative citizens, but the following names comprise some of the leaders in their respective lines of endeavor: T. H. Black, S. O. Keown, Joseph Hocker, James Cecil, Leslie Combs, B. W. Rial, Lon Smith, M. V. Johnson, Homer Lindley, Elvis Henry, S. P. Taylor are among the best farmers and most worthy citizens in the Hartford section.

At Goshen, W. H. Rhoads and James Caldwell may be mentioned. At Beaver Dam, James D. Taylor, Pres. Barnard, Elijah Renter, J. Mason Taylor and George Barnes. At Dundee, J. E. Mitchell, Sam Davison, Anderson Davison, Will Renfrow, Tice Baker, Marvin Baker, Vivian Ferguson, R. A. Duke, Joe Maiden. At Aetnaville, Mack Taylor and T. Burdette. At Paradise, Henry Stom and W. D. Coleman.

At Centertown, Nat Lindley, A. B. Tichenor, James Nail and Wat Taylor. At Hedfin, T. F. Tanner, A. V. Tanner, A. V. Rowan, Rufus Williams, Arvin Tichenor, Will Hudson, George Barr, A. T. Bell, G. C. Rowan and Rowan Cox.

Some of the outstanding and most efficient bankers are Rowan Holbrook and J. C. Riley at Hartford, J. D. Cooper at Fordsville, John H. Barnes at Beaver Dam and Alvin Rowe at Centertown.

McDowell A. Fogle and L. G. Barrett are the able editors of the Hartford Herald. W. S. Tinsley is the mainspring of the Hartford Republican.

In Dr. J. R. Pirtle Ohio has one of the best dentists in the State, formerly president of the State dental fraternity.

Drs. J. W. Taylor, E. B. Pendleton, A. B. Riley, L. B. Bean and H. H. Pendleton are Hartford's physicians. Its oldest and most prominent lawyers are J. S. Glenn, M. L. Heavrin, W. H. Barnes, C. E. Smith, A. D. Kirk and John B. Wilson. R. R. Wedding is county judge and Otto C. Martin is county attorney.

Some of Hartford's good merchants are W. M. Fair, J. H. B. Carson, A. C. Acton and W. E. Ellis. Hartford is very proud of its preachers—the Rev. T. T. Frazier and the Rev. Russell Walker.

The Rev. W. S. Buckner and the Rev. C. C. Daves are Beaver Dam's spiritual advisers.

W. C. Blankenship, John S. Ford, Oscar Bishop and Alney Tichenor are among the State's best and most popular coal men.

Some of Ohio's leading educators are O. L. Shultz, W. P. Rhoads and Miss Mary Marks, of Hartford; E. E. Allison, of Beaver Dam; J. E. Mitchell, of McHenry; J. C. Lawrence, of Centertown, and Roy H. Foreman, of Rockport.

Other prominent Ohio attorneys are John Rone and J. P. Sandefur. H. T. Holbrook is much interested in the development of Ohio county oil. —Louisville Post Oct. 21.

LLOYD-GEORGE, LAST OF "BIG FOUR" REGIME

London, Oct. 19.—The government of Premier Lloyd George resigned this afternoon. It was officially announced this evening.

After a brief audience with King George this afternoon, Mr. Lloyd George returned to Downing street, where he received a miners' delegation, but according to Frank Hodges, who headed the delegation, Mr. Lloyd George said he could not consult them as prime minister since he had resigned.

Members of the miners' delegation said Mr. Lloyd George had told them the king had accepted his resignation.

WHITEHOUSE—WILLIAMS

Miss Louise Whitehouse and Mr. Rufus Williams were united in matrimony at Owensboro, Saturday, County Judge Roy L. McFarland officiating. The bride is the daughter of Mr. and Mrs. Ed Whitehouse, of Livermore, Route 1, and is a popular and estimable lady. The groom has won marked success as farmer and merchant. He is now engaged in the latter business at Hedfin, and is one of the county's most upright citizens.

We join the host of friends of Mr. and Mrs. Williams in wishing them the utmost wedded happiness.

LEGION RESOLVES SAWYER SHOULD BE DISCREDITED

Heated Debate Precedes Adoption of Resolution By Convention.

Convention Hall, New Orleans, Oct. 19.—General John J. Pershing commander in chief of the American Expeditionary Forces, today acknowledged the tribute of the forces he led in France when he appeared as the day's chief speaker at the fourth day of the national convention of the American Legion.

Removal of Brig. General Charles E. Sawyer, President Harding's personal physician, charged with blocking the American Legion hospitalization program, was demanded by the legion national convention here today by a vote of 601 to 375.

Fourteen delegates to the convention from Kentucky voted for the removal of General Sawyer.

The resolution was presented by Department Commander Barren, of Minnesota, for "utter unfitness." The attack was inspired by the report of Rice Means, of Colorado, of the national rehabilitation committee which accepted "the pledge of co-operation" given by General Sawyer. Declaring that "an armistice has been signed and that it's time to stop fighting," Adolphus Graupner, of California, spoke against Mr. Barren's resolution.

A demand from the floor that a statement be made as to whether General Sawyer had signed an agreement in writing, was answered by Colonel A. A. Sprague, of Chicago, chairman of the rehabilitation committee, who said the committee had taken General Sawyer "on his word."

Col. Sprague, asked for a vote against Barren's resolution.

"It will not be a blow at Sawyer," he said. "You can't dislodge Sawyer it will only be a blow at your rehabilitation committee."

Adjutant Stafford King, of the Minnesota department, said:

"Not a damn cent has been spent in Minnesota. Although statement after statement has been made that no money has been allocated. As for me, if I am the only man to voice antagonism to General Sawyer, I'll voice it."

"I can tell you of buddies dying on the steps of hospitals in Minnesota waiting to get in," Adjutant King continued. "I hope, I pray this amendment may be adopted."

Department commander W. B. Miller of the district of Columbia said he had seen General Sawyer before he left Washington. "Honest to God," he said Sawyer told him, "I'm with you. The statement in the papers was my statement. I'll go all the way."

T. J. Brady, of New York reached the platform. "If Sawyer shows his face in this hall, smash him. He's been pussyfooting two years."

Department Commander Gilbert R. Bettman, of Ohio, spoke against personalities. "It would be futile," he said, "if the Legion demands that Harding remove Sawyer. If Harding does not remove him, where are we?"

Grows from all parts of the vast hall stopped Bettman from proceeding. He attempted to repeat the statement and was howled down. His last statement, smothered by cries, was "If Harding refuses, what have we but a slap in the face of the American Legion?"

An answer from the floor was, "how many times has he delivered the slap in the face already?"

Mrs. Elizabeth Taylor returned Sunday from Louisville where she had been the guest of her son, Mr. H. B. Taylor, and daughter, Mrs. B. F. Zimmerman, for several weeks. She was accompanied home by her grandson, Mr. Buick Zimmerman, who returned to the city Monday.

TOBACCO GROWERS, ATTENTION!

Every district in Western Kentucky has gone over the top in the Dark Tobacco Growers' Co-operative Marketing Association drive. You will have no further opportunity to sign the pledge after next Saturday, therefore, if you desire to join your neighbors in the greatest move toward prosperity ever attempted by farmers, sign and mail your pledge at once. It must be received here by midnight Saturday, Oct. 28th.

T. H. BLACK, Ch'mn.

BIG FEDERAL ROAD- BUILDING PROGRAM AHEAD

180,000 Miles of Improved Highways to Be Constructed As Part of National System.

Fifteen to twenty years of building good roads lie ahead of the United States. Under the program which the country has adopted there will be built, during that time, 180,000 miles of improved highways which will constitute the Federal-aid highway system and an equal or greater mileage of State and local roads. When the great job is done, the transportation facilities of the country will far exceed those of any other nation, past or present, in the world. The highways of the ancient Romans, whose fame has come down through the centuries, will pale by comparison.

Details of this vast road-building program are to be placed before the Highway Education Board at its conference in Washington October 26 to 28, inclusive, by State Highway Engineers and officials of the Bureau of Public Roads, United States Department of Agriculture, to whom has been entrusted the work of planning and supervising the construction of Federal-aid highways. The plan will be presented to enable the Board to proceed authoritatively with its work of devising aids for schools and colleges to which road-builders of the country are turning for competent highway engineers.

Officials of the bureau place the aggregate cost of the Federal-aid program alone at about \$3,000,000,000, spread over the twenty-year period. They base this estimate on an average cost of \$17,000 per mile. The average cost, in turn, takes into consideration all classes of improved roadways from the cheapest to the most expensive types. Approximately one-third of the proposed system, or 60,000 miles of improved highways, already are either built or building. The program is a new one. Up to comparatively recent years, road-building in the United States had been conducted without special regard to a national system. Highways had been constructed where needed without considering whether they would link up in the most effective manner with the whole network of roads to be spread over the Nation. Engineers had sought more to meet immediate and local demands than the broader requirements of the States and nation.

The present Federal-aid road-building program, officials of the bureau state, will contemplate the construction of only such roads as fit into the national program and contribute to the national system. At the same time the roads will be so selected as to serve the most important local requirements. With marked modifications, the system adopted in building the railways of the country will be borne in mind in the construction of the country's new highways. There will be main lines of highway communication between centers and thousands of miles of feeder roads, reaching back into the more sparsely settled regions and into the rich agricultural sections, to tap areas whose population and products will flow over the new system.

New roads will be planned and built—thousands of miles of them—where they will fit in most advantageously with the entire program. The bureau is continuing its research work into most efficient methods of road-building, including the character and wearing power of materials, resisting qualities of varying subsoils, etc., and has amassed a considerable store of valuable information all of which will be available for the highway engineer of to-morrow, whom the board is seeking to have educated in practical and modern methods.

YOUR LAST OPPORTUNITY TO SIGN THE PLEDGE

Because of the fact that some of the counties of Western Kentucky and Tennessee had not been properly organized, the time for signing pledges has been extended to midnight, Oct. 28th. This will be absolutely the last day you will have the opportunity of signing.

As there are a few sections of Ohio County which were not properly worked and there are many who desire to sign, these may do so by signing pledges and sending to me within the extended time.

There is no doubt about the success of the pool, but you should sign and help make the organization 100 per cent perfect as well as show the world you are not a slacker.

T. H. BLACK, Ch'mn.,

Hartford, Ky.

FINE IS CUT FOR SPEEDING TO SUCK

Because Dr. H. J. Bell, 40 years old, 2411 Sills Avenue, was hurrying to the bedside of his unconscious son when he was arrested for speeding September 30, Judge Eugene Bailey was lenient with him in Police Court today, fining him but \$15 instead of his usual rate of \$2 a mile. A charge of assault and battery was dismissed.

Patrolmen Carrio and Burkhardt testified Dr. Bell was driving on Broadway between Shelby and Campbell streets at thirty miles an hour and struck Frank Heeb.

Dr. Bell testified he was crossing Broadway when he was struck by the car. He had not seen, and was not injured.

Dr. Bell testified his child had been unconscious twenty-six hours, suffering from typhoid fever and he was hurrying home. He said Mr. Heeb walked out into the street and he applied the brakes in an effort to avoid striking him, but the car skidded eight feet. — Louisville Times.

TAYLOR—LEACH

Miss Bettye Martine Taylor, of Cromwell, and Mr. Clay Leach, of Beaver Dam, were married Saturday night, October 14, the Rev. Sherman Riggs, performing the ceremony.

The bride is a daughter of Mr. and Mrs. Warren Taylor, and is a most estimable and popular young lady. She attended High School at Hartford in 1920-21, and has many friends here. The groom is a son of Mr. and Mrs. J. N. Leach, and is a successful young farmer.

We join their many other friends in wishing for them a long, prosperous and happy life together.

STINNETT—BENNETT

Miss Helen Stinnett, of Buford, and Mr. Jno. L. Bennett, of Livia, were married in Livermore Sunday. The Rev. E. S. Moore performed the ceremony.

The bride is a daughter of Mr. and Mrs. W. L. Stinnett, while the groom is a son of Mr. and Mrs. J. C. Bennett. Both of the contracting parties are popular young people.

WHITTEN—ANTHONY

Miss Ollie Whitten and Mr. Delbert Anthony, popular young people of Fordville, came to Hartford Tuesday, procured a marriage license and were joined in wedlock at the Methodist parsonage, the Rev. T. T. Frazier, pastor, officiating.

The bride is the daughter of Mr. and Mrs. W. Whitten, while the groom is the son of Mr. and Mrs. Reece Anthony.

LITCHFIELD—MORRIS

Miss Allie Reed Litchfield, of Princeton, Ky., and Mr. O. M. Morris, of Water Valley, Ky., a student at Bowling Green, were married Tuesday afternoon by the Rev. James A. Chandlers, pastor of the State Street Methodist church. The bride is a daughter of the Rev. A. D. Litchfield, pastor of the Methodist church at Princeton. — Louisville Herald.

Mr. S. T. Barnett, city, who recently spent ten days at Dawson Springs, returned to that place Monday. Mrs. Barnett accompanied him as far as St. Charles, where she will spend several days with her brother, T. W. DeMoss, who is quite ill.

U. S. FACES NEW TANGLE AS LLOYD GEORGE FALLS

New British Government Is Bound to Change Policy On Debts, Capital Thinks.

Washington, Oct. 14.—New complications for the American Government in dealing with the world economic situation were generally believed to be entailed by the fall of the Lloyd George Cabinet, according to unofficial opinion here today. This phase of Mr. Lloyd George's political passing over shadowed all other discussions. The news came as a shock, for it had been expected that the resourceful Welshman, as in the past, would weather the storm.

American officials received gravely the announcement that the Cabinet had resigned, but withheld all comment and no official statement was added to the general feeling that the British collapse would delay an adjustment of the economic situation along the lines demanded by the United States.

Short Term Seen For Successor

If Andrew Bonar Law is successful in forming a new Government, according to expert opinion here, his Cabinet may be short-lived, and British policy on economic matters must remain unsettled until that or some other regime achieves stability.

One immediate effect of the Lloyd George collapse is the probability that Sir Robert Horne, who has been Chancellor of the Exchequer, will not head the British mission expected to come to this country to negotiate the funding of the \$5,000,000,000 war debt to the United States. But the British political reverse is not expected to change the intention of Great Britain to find its debt within the limitations prescribed by Congress or to delay the negotiations.

What is regarded of vastly greater importance to the United States is the future attitude Great Britain may take regarding the debts owed to the two countries by other nations as the debts affect the whole economic and political structure. While no doubt is felt that Great Britain will meet her obligations, the question uppermost is how her policy will be shaped in view of the present American policy to insist upon full payment from all the other nations without participation in the adjustment of the general situation.

Converted Action Doubtful

A converted policy on the part of the two nations toward their creditors had been the hope of some statesmen in looking forward to the balancing of budgets, the cutting down of large armies and other conditions on which this Government is now basing its attitude of aloofness. Now, with Lloyd George out of the picture, and with no one attempting to appraise the ultimate effect of his defeat, the whole question is in the air.

That the situation is made more difficult for the Harding Administration, already embarrassed to a great extent by the attitude of Congress toward foreign "entanglements," is declared to be obvious. It is asserted that the Administration cannot long defer efforts to help in a European revival in the face of an expected general demand for the opening up of foreign markets. It is pointed out that the clamor of American farmers for lower freight rates to seaports is already a sign of a general cry for an outlet for surplus products.

The debt question is held to be the beginning of any attempt at an economic solution. It is said that it cannot be extricated from the matter of reparations or be divorced entirely from political issues and that therefore it must be treated with before the demand for less armament and more fiscal reform can be answered with results. Great Britain's sudden political top leaves a gap in the already tortuous outlook. — Urie Bell, in the Courier-Journal.

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